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Dezhnevka, branch line to Komsomolsk and Sovetskaya Gavar. opposite the island of Sakhalin.

Khabarovsk

Kurgan
Iman

Vladivostok

This line has recently been improved and the European section heavily rebuilt to a daily capacity of 80 pairs of trains. The Asiatic section is in very poor condition. Parts of the line have been electrified, viz., the section Ufa-Chelyabinsk-Kurgan, and the section Novosibirsk-Birsk-Novo-Kuznetsk (Stalinsk), 449 km. (Parallel to the main line.)

9. Main line Moscow-Gorki-Kirov-Sverdlovsk-Tyumen-Omsk, 2,753 km. This line was opened to traffic in 1950, relieving the European section of the Trans-Siberian line. It has the following principal junction points:

Orskhovo-Suyevsk

Novsky, branch line to Ivanovo

Vladimir, connecting line to Ryazan

Gorki, branch line to Arzamas-Russayevska

Kotelnichi, line to Buye-Vologda

Kirov, line to Kotas

Tar (sic), line to Verkhnya Komsols (sic)

Sverdlovsk

Pibanshur (sic), line to Agriz (sic).

Chaikovskaya (sic).

Molotov, electrified line to Solikamsk and Chusovskaya (sic)

Kuzino, line to Berdyansk

Sverdlovsk, electrified line to Goroblego-Darskakaverkh (sic)-Otrurie-Bogoslavsk (sic) and lines to Kurgan and Chelyabinsk.

Boganovich, line to Egorshino (sic), Alapai (sic), Evsk (sic), Osvaserov (sic) and Polumuchinichy (sic).

Tyumen

Omsk

This line is of heavy construction with an automatic signal system and has a capacity of 60 pairs of trains daily. The Sverdlovsk-Kurgan section will be double-tracked, which will considerably shorten the journey to Omsk.

SECRET

25XTA

SECRET

-10-

10. Main line Moscow-Arkhangel. This line is 1,092 km long. Its principal branch lines are at the following points:

Zagorsk

Aleksandrov

Yaroslav

Danilov, branch line to Bui-Kirov (sic)

Konosha-Vologda, starting point of the line connecting Moscow with the Pechora basin, via Kotlas, Mezhog, Ukhta, Keshva (sic) and Vorkuta. This line is 1,563 km long and was completely overhauled in 1950 and 1951.

Obozerkaya (sic). (Malyye Ozërki?) line to Onega.

Ishkogorko (sic)

This line is double-tracked as far as Obozerkaya, with heavy construction and an automatic signal system. The daily capacity is about 60 pairs of trains. The line branching off at Konosha is electrified as far as Vorkuta. The rest of the stretch from Konosha to Koshva will be electrified. The Moscow-Aleksandrov section has also been electrified; and the section from Aleksandrov to Yaroslav is being converted for electric service.

IV. Regional Railway Networks

1. Karelo-Finnish Network. Center at Leningrad with the following lines:

Leningrad-Murmansk, 1,450 km.

Leningrad-Viborg (Vipuri), 150 km, double-tracked.

Leningrad-Eskov, 276 km, double-tracked.

Leningrad-Senkevo-Moscow, single track.

2. Baltic Network. Center at Riga with the following lines, all single track:

Riga-Tallinn, electrified

Riga-Pskov-Leningrad

Riga-Kaunas

Riga-Kaliningrad (Königsberg).

3. Ukrainian Network. Center at Kiev, with the following single-track lines:

Kiev-Korosten-Kalinkovichi

Kiev-Fastov-Zhitomir

SECRET

SECRET

-11-

Kiev-Kazatin-Berdychiv

Kiev-Kazatin-Khristinovka

Kiev-Pastov-Tsvetkovo

Kiev-Nezhin-Chernikov

Kiev-Poltava

4. Odessa Network. Center Odessa with the following lines:

Odessa-Ismail

Odessa-Berneret (sic); this line splits into three branches, to Reni, to Prut and to Ungheri on the Rumanian border.

Odessa-Kotovak (sic)

Odessa-Khlobovka (on the Ukrainian Bug)

5. Lower Don Network. Center, Kharkov, with the following lines:

Kharkov-Poltava

Kharkov-Konstantinovgrad-Dniepropetrovsk

Kharkov-Zaporozhye Apostolovo-Nikolayev and Kherson

Kharkov-Zaporozhye-Melitopol-Simferopol-Sevastopol

6. Caucasian Network. Center, Rostov, with the following lines:

Rostov-Bataisk-Sask (sic)

Rostov-Kushevskaya-Eisk (sic)

Rostov-Tichoretsk-Krasnodar-Novorossisk

Rostov-Armavir-Batum

7. Volga Network. This is more of a transit system for the lines from Orel, Turkestan and the Caspian Sea to Moscow, the lower Don and the Caucasus. It has three important junction points: Stalingrad, Saratov and Syzran.

8. The Ural Network. This network serves principally the Ural industrial district. It is connected with the Western Zones by the following independent lines:

Sverdlovsk-Molotov-Kirov-Bui (sic), a single-track line connecting with the Konochna-Moscow line at Vologda and Danilov.

Sverdlovsk-Kazan-Kanash-Miron-Kurovskaya (sic)-Moscow; single track except the section Kurovskaya-Moscow which is double-tracked.

SECRET

SECRET

-12-

Chelyabinsk Kuibyshev-Syzran; double-tracked and electrified as far as Dioma (sic). This line continues to Moscow via Syzran-Russkyevka-Ryazan-Moscow (partly double-track), and to Donbas via Syzran-Penza-Povorino-Liski-Valuyki-Kupyansk-Debalzevo (double track).

Kandshask (sic)-Lietsk (sic)-Saratov; single-track. This line continues from Saratov by a single-track line to Tambov-Michurinsk-Ryazan, and a single-track line Saratov-Stalingrad-Salsk-Tikhoretsk to the Caucasus.

Orsk-Chichayev (sic)-Kinel; a single-track line connecting Kinel with the Chelyabinsk Kuibyshev line.

9. Turkestan Network. This net serves the zone south of the Aral Sea and Lake Balkhash between the Caspian Sea and the Altai Mountains. It is connected with the Ural network through the single-track line Aralsk-Kandagach-Lietsk (sic) and with the West Siberian network through the single-track line Chiu (sic)-Mointy-Zharin-Karaganda (newly built in its southern part), and the Turksib line: Alma Ata-Semipalatinsk-Barnaul.
10. West Siberian Network. This network serves the zone between the Urals and Lake Baikal, particularly the Karaganda mining region and the industrial district of Kuznetsk. It is connected with the Ural system by three lines:

Tayshet-Novosibirsk-Omsk-Chelyabinsk; double track.

Omsk-Tyumen-Sverdlovsk; single track.

Abazan (sic)-Novokuznetsk-Barnaul-Kulunda-Pavlodar-Akmolinsk-Kartaly-Magnitogorsk; single-track line, still partly under construction.

11. Far East Network. Consists of the double-track main line Tayshet-Irkutsk-Chita-Skovorodino-Khabarovsk-Vladivostok, with the following branch lines:
 - At Ulan-Ude, single-track line to Ulan-Bator (Urga) in Outer Mongolia.
 - At Chita, a single-track line to Blagoveshevka (Manchuria)
 - At Bezhevka (sic), a single-track line to Komsomolsk
 - At Voroshilov, a single-track line to Manchuria and Korea.

A new line will be added to the Far East network by 1960. Its prospective route is:

Tayshet-Bratsk-Chula (sic)-Ribskino (sic)-Bodsybo-Mambuka (sic)-Ustinieksa (sic)-Tyndinskiy-Potekhino-Chekunda-Komsomolsk. There will be two branch lines: one at Chula to Vitim and Yakutsk, and one at Tyndinskiy to Gorelyy.

V. Present State of Railway Construction

1. The Kondscha-Kotlas-Vorkuta line is 1,536 km, single-track, and is already in normal operation.
2. The line along the Volga-Zheleznaya (sic)-Saratov-Syzran-Kindisk (sic)-Kova (sic)-Zeleny Dol- is 1,021 km long, single-track. It was completed in 1950 and is in regular operation.

SECRET

SECRET

-13-

3. The Adler-Sukhumi Black Sea line is 115 km long, single-tracked, electrified, and in regular operation.
4. The Caspian Sea line, Astrakhan-Chervlennaya-Uzlovaya (sic), is 442 km long, single-tracked, and handling regular traffic.
5. The Lake Balkash line, Mointy-Berkul (sic), is 450 km long, single-tracked, and not yet in regular operation.
6. The Amu-Darya line, Chardzhou-Kungrad, is 650 km long, single-tracked, is in normal traffic.
7. Kusbas line is under construction. It branches off from the Kinel-Ufa line to Styrlitamak-Tukan.
8. The Tukan-Byeloretsk line, 120 km long, single-tracked, was recently completed and is in regular operation.
9. The Byeloretsk-Magnitogorsk line is about 100 km long and is under construction.
10. The Magnitogorsk-Kartaly line, 141 km long, double-tracked, has been in service since 1945; It is being electrified at the present time.
11. The Kartaly-Akmolinsk line, 805 km long, single-tracked, has been in service since 1945. It is being double-tracked and electrified at the present time.
12. The Akmolinsk-Pavlodar line, 138 km long, single-tracked, is not yet fully in service.
13. The Pavlodar-Kulunda line, 138 km long, single-tracked, is in regular operation.
14. The Kulunda-Barnaul line, 420 km long, single-tracked, is not yet in full service.
15. The Barnaul-Altaisk (Altayskoye) line, 15 km long, single-tracked, is in regular service.
16. The Altaisk-Guryevsk line, about 200 km long, single-tracked, is not yet in regular service.
17. The Guryevsk-Byelovo line, 28 km long, single-tracked, is in service.
18. The Byelovo-Novokuznetsk line, 114 km long, double-tracked and electrified, is in full service.
19. The Novokuznetsk-Abakan line is 260 km long. It is not certain whether it has been completed, but it is not yet in regular service.
20. The Abakan-Tayshet line, 650 km long, is under construction.
21. The Issyk-Kul-Frunze-Ribacie (sic) line, 136 km long, single-tracked, is in service.
22. The Semipalatinsk-Malinovoye-Ozero (sic) line, 110 km long, is under construction.

SECRET

SECRET

-14-

23. Whether the Aralsk-Baykonur (sic) line, 330 km long, has been completed is not certain, but it is not in service.
24. The Sosva-Alapayevsk line, 150 km long, single-tracked, is in service.
25. The Karakum line, Urgenu (sic)-Takhta, 122 km long, was apparently built to facilitate work on the Turkmen canal.
26. The line to the Zimiliansk dam, Kuberle-Morozov-Skaya (sic), is under construction.

VI. The Heavily Built or Recently Improved Lines

1. The Moscow Outer Belt, about 300 km long.
2. Konosha-Kotlas-Vorkuta; 1,536 km.
3. Serov-Sosva-Alapsievsk (sic); 250 km.
4. Likhaya-Stalingrad-Saratov-Syzran-Kazan; 1,512 km.
5. Astrakhan-Chevolennaya-Uslovaya; 452 km.
6. Kartaly-Akmolinsk; 805 km.
7. Akmolinsk-Karaganda-Mointy; 577 km.
8. Mointy-Berkul (sic); 450 km.
9. Akmolinsk-Pavlodar-Barnaul-Birlovo; 1,250 km.
10. Novokuznetsk-Abakan; 260 km.
11. Frunze-Ribache (sic); 136 km.
12. Zverevo-Debazevo (sic).
13. Leningrad-Murmansk; 1,450 km.
14. Moscow-Yaroslav; 275 km.
15. Magnitogorsk-Kartaly-Chelyabinsk; 415 km.
16. Chardzhou-(Leninsk)-Kungrad; 650 km.
17. Likhaya-Stalingrad-Saratov-Syzran-Kazan; 1,512 km.
18. Zaporozhye-Apostovo-Doghitzevo (sic); about 182 km.
19. Goreblagodatskaya-Sverdlovsk; 195 km.
20. Ivov-Chop; 269 km.

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SECRET

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SECRET

- 5 -

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